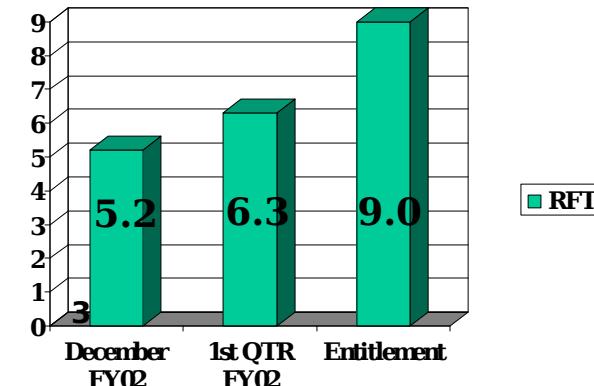




VAQ-129 Current Status

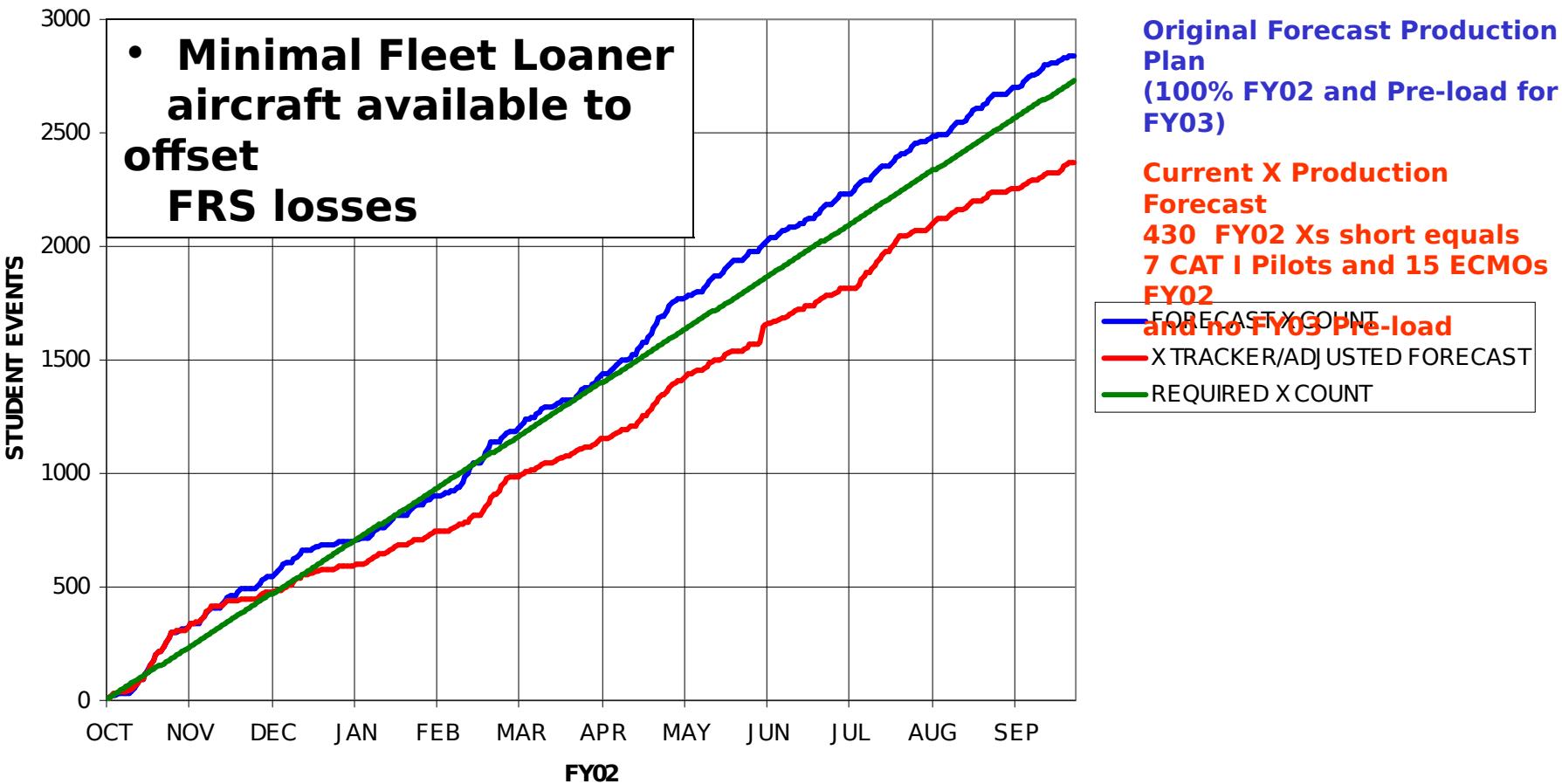
	FY02 FR	FY02 IPP	IPP to date	FY02 Outs	FY02 X's
VAQ-129					
PILOT	31	32	8	10	90%
NFO	85	82	24	23	
USMC PILOT			9	9	2
USMC ECMO	16	16		4	5



- FY02 studs on track due to preload of Xs in FY01
- VAQ-129 aircraft PAA is 20 aircraft, **currently 13 on hand**
 - Loss of mishap aircraft 15 Nov - BUNO 160787
 - Loss of 4 aircraft due to center wing FLE Red Stripe message
 - BUNOs 161120, 159911, 159585, 158040
 - Loss of 7 engines (4 aircraft) due to 23 Jan, engine Red Stripe message
 - Loss of 4 engines (2 aircraft) due to 28 Jan, engine Red Stripe message
- Will have **7 available aircraft** by 1 Feb after engine cannibalizations complete



FRS FY02 X Count - 13 Acft and Adding a July El Centro Det





VAQ-129 Current Status

- After the CWS/motor issues, and with only 13 flyable aircraft the FRS will under produce by approximately 20 %
- Add Sept El Centro det (5 total) = gain 3% (16.5% loss)
- Current proposal:
 - Fair share of aircrew not produced:

Pilots	ECMOs	Pilots	ECMOs
USMC	2	4	4
USAF	1	2	1
<u>USN</u>	<u>4</u>	<u>9</u>	<u>0</u>
Total	7	15	5
			18

(*1/2 VAQ squadrons currently have 1 extra NFO, 143 has 4 NFO)

Reality



VAQ-129 Barriers To Production

- Number of flyable aircraft assigned
 - Lack of RFI engines
- Quantity of simulators
 - Simulator building earthquake structural repairs
 - Working issue with USMC for 6 months of 2F178
- Marine Corps has not factored in student attrition
- Under accessions into TRACOM
- Spare parts
- Not enough manpower
 - EA-6B fleet experienced personnel
 - EA-6B trained personnel



VAQ-129 Barrier Removal

Actions

- Increased production of replacement center wings
 - No short term solution, about 3 years
- Resolution of P408A/B 4.5 bearing issue
 - Approximately 6 months to “get well”
- Replacement or upgrade of obsolete parts
 - **Block-89A aircraft upgrades**
 - P408B engines
 - A-6E ANC “rebuilds”
 - Replacement of ASN-130 CAINS w/EGI
- More spare parts
 - Carrying an average of 35 AK0s and AK7s
 - Improved dramatically from 18 mos ago
 - No cans from the FRS!!



VAQ-129 Barrier Removal Actions

- Standardized class size and start dates (NAPPI)
- USMC factoring in attrition in FY02
- FAST Simulator program/building
 - ICAP III simulator and mission rehearsal simulators
- ROC/POE review/reevaluation NAV/MAC update
 - Manpower NEC reutilization
 - Fully fund and man enroute maintenance training



Existing Substitute Processes

- Requests being processed:
 - Loaner aircraft from USMC and USNR
 - Reinstated fleet loaner sorties at NAS Whidbey
- In Use:
 - Hot Pits using fuel trucks at NAS Whidbey Is
3 cycles/day
 - High tempo detachment Ops (El Centro)
 - Four 2-2.5 week dets/year IAT 8 CQ dets/year
 - Combined FCLP dets with CQ dets
 - Substitute maintenance manning
 - FRS Contract Field & CVWP AIMD Engine teams



Potential Future Substitute Processes



If only 13 A/C assigned:

- #1 Discontinue sending USMC pilots to the boat for CQ (**135 Xs**), and discontinue BFMC training flights for all students (**60 Xs**).
 - Increase of 5 Pilots / 3 ECMOs
- #2 Train CAT IIIIs in fleet jets (Fleet Loaner Program).
 - Increase of 4 Pilots / 7 ECMOs
- #3 Cut CQ Dets from 8 to 7 for FY02
 - Increase of 1 Pilot and 1 ECMO



Back Up Slides



Future Substitute Processes

13 Aircraft Assigned

- No NF-12 (ECMO BAM) in FRS jets (Fleet Loaner Program).
 - Increase of 1 Pilot / 2 ECMOs OR 0 Pilot / 5 ECMOs
- No PF-24 (2nd pilot BAM) in FRS jets (Fleet Loaner Program).
 - Increase of 1 Pilot OR 2 ECMOs
- PF-19 conducted in Simulator, or be combined with NF-4.
 - NF-2 would become an AERO/HARM flight, NF-3 would become the degraded NAV flight, and NF-4 would be an Instrument flight with a NATOPS qualified student pilot with an IE in the back seat.
 - Increase of 1 Pilot OR 2 ECMOs



Future Substitute Processes

- Add a fifth cycle to the daily flying schedule.
 - Increase of 9 Pilots / 27 ECMOs with 13 Aircraft
 - **Would cut into daily req'd 12 hour maintenance period**
- Decrease USN squadron Manning by one ECMO.
 - Increase of 3 Pilots / 6 ECMOs
- Combine NF-6/NF-7
 - Increase of 1 Pilot / 2 ECMOs
- PF-27 conducted in Simulator, or be combined with NF-4
 - NF-2 would become an AERO/HARM flight, NF-3 would become the degraded NAV flight, and NF-4 would be an Instrument flight with a NATOPS qualified student pilot with an IE in the back seat.
 - Increase of 1 Pilot OR 2 ECMOs